

of Federal support into Alameda County since 1993. These monies have gone to successfully close the bases and spur economic redevelopment on these former military facilities. In this vein, the EBCRC launched a small business development and assistance program to aid former base employees start their own businesses. The Workers to Business Owners National Demonstration Project has generated millions of dollars in economic activity and created hundreds of new jobs.

To further assist small businesses, The EBCRC established the Defense Conversion Revolving Loan Fund to provide access to capital to businesses unable to secure loans from traditional lenders. With \$1 million currently in the fund and expected growth to \$20 million, the fund targets financially disadvantaged businesses and provides pre- and post-loan technical assistance to help its customers. As a result of these efforts, the EBCRC has made loans to eight small businesses totaling \$1,046,000. These eight companies will precipitate \$24 million in business activity, create more than 75 new jobs, and support several hundred direct and indirect jobs.

To date, the EBCRC has introduced new economic activity and jobs to six former military bases in Alameda County. It has reached out to nearly 250 businesses and provided support to more than half of those. Reporting businesses indicated nearly \$9 million in new contracts, millions in lease revenues for the cities of Alameda and Oakland, and nearly \$7 million in Local, State/Federal taxes. Redevelopment at these bases is accelerating and more than 2700 units of new housing is being built, 25 percent of which will be affordable units. Soon, the EBCRC will begin making First Time Home Buyer Home Mortgages to low- and moderate-income-families.

I ask Congress to join me and the constituents of the 9th Congressional District in celebrating the 10th Anniversary of the East Bay Conversion and Reinvestment Commission and wishing them many more years of success and affirmative developments.

REINTRODUCTION OF THE AERONAUTICS RESEARCH AND DEVELOPMENT REVITALIZATION ACT

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Mr. LARSON of Connecticut. Mr. Speaker, today the Distinguished Gentleman from Virginia Mr. J. RANDY FORBES and I reintroduced bi-partisan legislation designed to revitalize an industry that is essential to maintaining this country's economic growth, technological superiority, and military preeminence.

Since Orville and Wilbur Wright pioneering flight almost 100 years ago, aviation technology in the United States has reached a level of success and development unparalleled in world history. According to a recent report on "The National Economic Impact of Civil Aviation," the total economic impact of civil aviation exceeded more than \$900 billion and 11 million jobs to the U.S. economy in the year 2000, roughly 9 percent of the total U.S. gross domestic product. However, despite the historical strength of this industry, it is clear

that the United States is involved in a difficult struggle to maintain our preeminence in the aerospace field, both commercially and militarily.

In January of 2001, the European Union unveiled its plan for gaining dominance in the global aerospace market entitled, "European Aeronautics: A Vision for 2020." This plan lays out an ambitious, \$93 billion, 20-year agenda for winning global leadership in aeronautics and aviation. In stark contrast to the vision set by the Europeans, the U.S. has cut by half its expenditures on aeronautics research & development (R&D) over the past two decades. This downward trend has coincided with a similar trend in the U.S. share of the world aerospace market, which declined from about 70 percent of the global market to less than 50 percent now. In fact, the recently completed report of the Presidential Commission on the Future of the Aerospace Industry echoed these concerns and stated that "The United States must maintain its preeminence in aerospace research and innovation to be a global aerospace leader in the 21st century," and that "government policies and investments in long-term research have not kept pace with the changing world." In fact, the Commission recommended that "the federal government significantly increase its investment in basic aerospace research, which enhances U.S. national security, enables breakthrough capabilities, and fosters an efficient, secure and safe aerospace transportation system".

It was as a result of these negative trends and the importance for the long-term economic and security interest of the United States, that Mr. FORBES and I joined with a bi-partisan group of my colleagues to introduce the Aeronautics Research and Development Revitalization Act of 2003. This bill, which last year received strong support in the other body as well as in the House, establishes a broad-based agenda to reinvigorate America's aeronautics and aviation R&D enterprise and maintain America's competitive leadership in aviation by:

Reversing the trend of declining Federal investments in aeronautics and aviation R&D by doubling funding over five years. Funding is increased to \$900 million in 2006 (approximately the level they were in 1998), and \$1.15 billion in 2008.

Following the recommendations of the FAA's Research, Engineering and Development Advisory Committee, doubling funding over 5 years to \$550 million in 2008.

Establishing a focal point for aeronautics R&D by re-establishing an Office of Aeronautics reporting directly to the NASA Administrator.

Establishing an R&D initiative to develop technologies within a decade to build commercial no-noise, low-emissions, and be highly-energy efficient.

Establishing an R&D initiative directed at reinvigorating the nation's rotorcraft R&D that will address the nation's civil and military needs for decades to come.

Addressing the need for a long-term Federal R&D effort to develop technologies for an environmentally-friendly, commercially-viable supersonic transport capable of flight over land.

Including independent review mechanisms to ensure that the agency is pursuing technology concepts in a cost-effective manner.

Authorizing the establishment of one or more university-based centers for research in aviation training for flight crews and air

traffic controllers as new technology and procedures are added to the nation's infrastructures.

Establishing a program of scholarships to help replenish the nation's pool of aeronautical engineers.

Tackling the problem of delays in and unreliability of the air transportation system directly by authorizing funds for NASA to work with NOAA on research to improve significantly the reliability of 2 to 6 hour aviation weather forecasts.

Providing a significant funding to allow increased attention to environment and energy-related projects and for research on increasing the capacity, efficiency and safety of the air traffic system.

The basic premise of the legislation is that the U.S. can best meet the R&D challenge mounted by the Europeans and others through focused R&D investments that will enable future aircraft and rotorcraft technologies that are extremely quiet, fuel-efficient, and low in emissions of carbon dioxide and nitrogen oxides. The development of such aircraft will enable the U.S. aviation industry to dominate anticipated aviation markets, as well as create new markets in cities and regions whose airports have been underutilized because of perceived negative environmental impacts. In addition, the new aviation capabilities could allow innovative approaches to meeting the future demand for travel by the American public, open up new possibilities for the future national air traffic management system, and make aerospace technologies more environmentally friendly.

This year marks the 100th anniversary of Ohio's own Wilbur and Orville Wright achieving the world's first successful powered flight, thus leading the way for 100 years of American domination in aviation. But now, facing new and serious challenges, leadership will be required to sustain our aerospace industry to make it as vibrant a symbol of America's might in the 21st century as it was in the 20th. This legislation is an opportunity for the country to signal its commitment to a strong and robust aviation sector and its intent to revitalize it in the face of new global challenges. America has long recognized that its long-term strength and security, and its ability to reach and sustain high levels of economic growth, depends on maintaining its edge in scientific achievement and technological innovation. If we lose our edge in the areas where we are most vibrant, as it is happening now, our economic prospects will be dimmed and our security will be threatened. Aviation was born in America nearly 100 years ago; it is not slipping to number 2 on our watch.

PAYING TRIBUTE TO JOSEPH HANNIGAN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 5, 2003

Mr. McINNIS. Mr. Speaker, I would like to take this moment to pay tribute to an outstanding Coloradan who has given countless volunteer hours in support of the National Weather Service Cooperative Weather Observer Program. Joseph Hannigan of Norwood, Colorado has consistently contributed his time and efforts to his country by carefully collecting and reporting weather data for his area. It is with great respect that I stand to